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31 October 1966

MEMORANDUM FOR: Deputy for Operations, OSA

SUBJECT: Quarterly Review of OXCART Concept of Operations FY 1967

25X1A REFERENCE: A: ☐ 2212-66 dated 4 Feb 66; Subj: Operations Concepts
B: OSA 3932-66 dated 4 Oct 66; Subj: Quarterly Review of Contract Requirements

1. OXCART Division has reviewed the OXCART Operational Concept contained in Attachment 2 to Reference A and as a result the following changes are recommended to FY 67 Concept of Operations. As appropriate, recommended changes to FY 69 through FY 77 programs will be submitted along with the FY 68 Budget Call:

a. Ref para 6a, add the following sentence:

25X1A "During this period and until full operational capability is attained operational missions against Soviet and Soviet Bloc targets will be planned to pre-strike ☐ and post-strike forward e.g. pre-strike ☐ post-strike ☐ 25X1A
☐ with maximum of four (4) air refuelings enroute."

b. Ref para 6b, change the second last sentence to read:

"A maximum of four (4) air refuelings enroute will be planned."

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c. Ref para 6c, delete the existing paragraph and substitute the following:

"In maintaining operational readiness for both contingency plans, Far East (Black Shield) and Cuba (Skylark), it is planned to conduct operational missions during each contingency requirement as follows:

<u>Coverage</u>	<u>Planned</u>	<u>Estimated Successful</u>
Far East	<div></div>	
Cuba		

25X1D

d. Ref para 7c, recommend the anticipated utilization of OXCART Aircraft from 1 Jan 67 through the end of forecast period be changed as follows:

- 3 instead of 4

In Flight Test - 2* instead of 1"

e. Ref para 7d, recommend the third sentence be changed as follows:

"First priority consideration should be given to conversion of Tagboard Aircraft to the OXCART Configuration; if required, further replacements could be obtained by modification of SR-71/YF-12A Aircraft to meet operational needs."

f. Ref para 7, recommend the following subparagraphs e and f be added to comment on OXCART Aircraft accident/attrition rate:

"e. An A-12 Aircraft attrition rate has been developed based on all A-12 flying in the OXCART program since inception of flying in April 1962 through 30 September 1966. During this period 3296 A-12 flying hours have been accomplished with the loss of 3 aircraft. This equates to a rate of 9.2 accidents/aircraft losses per 10,000 flying hours. Based

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on present flying hour programs, it is projected that the next aircraft accident (which may occur in an aircraft loss), may occur in the first quarter of FY 1968."

"f. As the aircrew experience/proficiency level continues to increase, as maintenance procedures and methods continue to streamline and improve, and as overall "know-how" in the relatively new Mach 3 environment continues to build up, it is reasonable to expect that the accident/loss rate per 10,000 flying hours will decrease."

g. Ref para 8, recommend deletion of the entire present paragraph and the following substituted:

"8. Flying Hours

a. A projection of sorties and flying hours available versus sorties/flying hours required is attached. The present maintenance capability provides for a sortie rate capability of 6.2 sorties/month/available aircraft. Present average sortie length is 2.5 hours/sortie. It is anticipated that beginning 1 Jan 67 maintenance capability should provide for 7.2 sorties/month/available aircraft with average sortie length continuing at 2.5 hours/sortie. It is estimated that beginning in early FY 68, average sortie length should increase to 3 hours/sortie and the sorties/month/available aircraft should increase to 7.5.

b. Flying hours accomplished on operational missions are creditable against projected pilot requirements. All flying time in the attachments pertains to J-58 equipped aircraft.

c. Following is the desired and minimum J-58 equipped sortie rate per month for each operationally ready project pilot:

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	<u>Desired</u>	<u>Minimum Acceptable</u>
Sorties/Month	6	4
Average Sortie Length	2+30	2+30

NOTE: As required, operational pilot sortie flying hour requirements to be augmented by a minimum of two sorties per month in the dual seat J-75 equipped trainer.

d. The dual seat J-75 equipped trainer aircraft will be used for checkout training of new pilots and for additional proficiency training for operationally ready pilots. A minimum of 16 sorties/month will be required of this aircraft with average sortie length one hour and thirty minutes duration for a total trainer flying hour requirement of 24 hours per month.


h. Ref Attachment I consolidated flying time. Change FY 1967 flying time as follows:

"FY 1967

1 July 1966 - 30 June 1967


<u>Required</u>	<u>Projected</u>
1338	1341 "

2. Ref Attachment II, flying time for FY 67 broken down into 6 month increments. Delete the existing Attachment II in entirety and substitute the attached Projected versus Required Flying time for FY 67.


Lt. Colonel, USAF
Chief, OXCART Division, Operations, OSA

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25X1C

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ATTACHMENT II
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1. Adequate flying hours are available.
2. Above figures projected based on one (1) operational aircraft in periodic at all times and only one (1) flight test aircraft available (#122 in modification for entire period.)
3. One standardization/staff pilot to fly minimum of one sortie per month. Operational pilot flying to be reduced accordingly. Additional staff/standardization flying to be accomplished as required in two-seat trainer.
4. Operational pilot strength has increased to with recruitment of new pilots in Oct/Nov 66.

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25X1C

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ATTACHMENT II
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1. Adequate flying hours are available, (within 3 hours).

2. Above figures projected based on one operational aircraft in

periodic at all times.

25X1 3. Operational pilot strength has increased to with recruit-
25X1 ment of additional pilots in early calendar 67.

4. One standardization/staff pilot to fly minimum of one sortie per month. Operational pilot flying to be reduced accordingly. Additional staff/standardization flying to be accomplished as required in two-seat trainer.

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